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**TODAY'S THOUGHT** I'm nobody! who are you? Are you nobody, too? Then there's a pair of us—don't tell! They'd banish us, you know.—How dreary to be somebody! How public, like a frog: to tell your name the liveliest day to an admiring bog!

Emily Dickinson.

## AN AUTOBIOGRAPHY

It was an adage among the Romans, before the Christian era, that nothing must be said of the dead unless good. This might make it difficult to review an autobiography of one recently deceased. But when the autobiography attacks the living virulently, and with an apparent malignance of purpose, it would seem that the protection afforded by the adage had been waived, and that the natural right of self-defense might claim priority.

The so-called autobiography of William F. McCombs, formerly chairman of the Democratic National Committee, entitled the "Woodrow Wilson Campaign" is being published in certain newspapers of lurid tendencies, and the first chapters have caused amazement among the unthinking members of both the Democratic and Republican parties. The succeeding instalments, however, have served to convince those familiar with like instances, that the writer was deserving more of pity than condemnation. A strenuous and complicated political campaign brought about a complete physical collapse accompanied by nervous breakdown. This is frankly confessed by McCombs himself. As the disease progressed the hallucination increased, until the victim became obsessed with the idea that the whole world was engaged in a conspiracy against him, and that he alone was the moving cause of all the great events happening about him. This, of itself, is a form of mental alienation, known as megalomania, in which the patient has grandiose delusions concerning himself.

The ancient saying, therefore, need not be violated in this instance. Rather, compassion for the mind diseased, and keen sorrow that some "sweet oblivious antidote" had not been found "to cleanse the stuff'd bosom of that perilous stuff that weigh'd upon his heart." This, in this can be, the only explanation of the alleged autobiography of the unfortunate McCombs. The more the pity, that any newspaper of standing can be found to make public what must be considered only the vapors of delirium. Poor McCombs; Requiescat in pace!

## PLANS OF A. A. A. PROVIDE FOR MORE REVENUE

Washington D. C., Sept. 2.—Activities of importance to every motorist in the country are encompassed in the new and forward looking plans of the American Automobile Association. Since the recent meeting of the A. A. A. executive board, at which time it was voted to widen the scope of the organization's activities and to raise more revenue to carry on the work, the national headquarters here in Washington have been fairly popping with "pep" and re-echoing merrily to the hum and bustle of putting the board's decisions into effect.

While the committee in charge of the organization's automobile insurance plans is combing the country for all the data information and experiences necessary to establish such an important bureau, Acting Executive Chairman D. L. Morgan is making every effort to get A. A. A. legal counsel appointed in every section of the country. At the same time other members of the official staff are working out and putting in to effect many new features designed to benefit motorists generally and A. A. A. members particularly.

In New York City and Washington, where membership in the A. A. A. is individual and direct, nothing is to be left undone it is said, that could be considered an aid to members. Increased activities include free towing, free legal advice, special membership theft protection and renewed and closer cooperation with police departments and traffic squads in the handling of traffic and the elimination of speed maniacs, reckless operators, and all persons whose driving is a menace to other users of the streets and highways.

In Washington branch stations of the touring bureau are being established with the idea of not only making it more convenient for members to obtain touring information but also to make such information available earlier and later in the day than has been the case heretofore at the main offices. This plan probably will be followed in New York City.

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Other plans include a printed list of all the campsites in the country, together with a resume of the conditions under which they may be used; also a reliable and recommended hotel service for touring motorists, and a national string of guaranteed garages and repair shops.

Although it has been necessary to explain in many instances why the membership fee has been increased the percentage of renewals continues high and the new membership campaign inaugurated recently is meeting with success everywhere. With a large force of solicitors already employed in Washington and New York City, more are being added each week with a view to training and equipping men for field service.

## Every Car On Schedule—Southern's Peach Record

Atlanta, Ga. Sept. 1.—Every car on time was the record of the Southern Railway System in handling 5,320 cars of Georgia peaches to the markets of the East and West during the season just closed.

Peaches from South Georgia are concentrated at Atlanta from which the Southern handled 4,557 cars to the East; 362 northbound via Chattanooga, Louisville and Cincinnati; 29 to the West via Birmingham; and 8 to Florida via Macon. From North Georgia orchards 364 cars were sent East, making a total eastbound movement of 4,921 cars, handled in 129 special peach trains from Atlanta and eight from Greenville S. C., to Potomac Yards, Va.

Each of these shipments moved to destination or connecting line on schedule time without delay or accident.

This hundred per cent performance which contributed greatly to the success of the peach growers this year, is attributed by Southern Railway officers to improved facilities, including the double tracked line from Atlanta to Washington and to the splendid morale of the Southern's men in moving peach trains was furnished by Engineer A. P. Chandler, of the Danville Division, who on arriving at Gretna, Va. noted the loss of a piston key from his locomotive. Realizing that delay to his train would break the perfect record, he went to

a blacksmith shop and made a key, putting his train to destination on time. Shipments of peaches from Georgia this year have broken all past records the Bureau of Markets and Crop Estimates of the United States Department of Agriculture, reporting 10,468 cars. A report to the Bureau predicts that before many years 15,000 cars of peaches per year will be marketed from Georgia. The report concludes with a reference to the general satisfaction expressed by the trade with the manner in which the 1921 crop was handled by the railroads.

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